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To: The Honorable Jerry "Luke" LeBlanc, Chairman  
Joint Legislative Committee on the Budget  
The Honorable Members of the Joint Legislative Committee on the Budget

From: John R. Rombach, Legislative Fiscal Officer  
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Date: January 17, 2003

Subject: GREATER NEW ORLEANS EXPRESSWAY COMMISSION  
FY 02-03 BUDGET ANALYSIS

The Greater New Orleans Expressway Commission annually prepares its budget for approval by the Commissioners no later than October 1st, in accordance with its bond indenture. Upon approval by the Commission, the budget is then submitted to the Legislative Fiscal Office. The Commissioners approved the budget on October 1, 2002.

Prior to the submission of the annual operating budget to the Joint Legislative Committee on the Budget for its approval or rejection, the Legislative Fiscal Office and the Commission review the joint submission of the budget for mathematical accuracy and content. It is the intent of the Legislative Fiscal Office and the Commission to eliminate any confusion, thereby supplying one budget request to the Budget Committee.

The following report provides a budget analysis prepared by the Legislative Fiscal Office of the Greater New Orleans Expressway Commission FY 02-03 budget request. The Commission's FY 02-03 begins on November 1, 2002 and ends October 31, 2003.

**BUDGET SUMMARY, FISCAL YEAR 02-03**  
**Greater New Orleans Expressway Commission**

	Actual FY 99-00	Actual FY 00-01	Approved FY 01-02	Estimated Year End FY 01-02	Requested FY 02-03	FY 02 vs. 03	Page No. Notes
<b>Means of Finance</b>							
Highway Fund No. 2	\$5,286,766	\$4,460,543	\$4,800,000	\$5,495,936	\$5,000,000	4%	4 Revenues in decline
Tolls	\$14,243,731	\$14,290,985	\$14,386,000	\$14,750,000	\$15,012,000	4%	4 11,275,580 crossings in 01-02
Interest Income	\$1,171,319	\$993,420	\$700,000	\$700,000	\$700,000	0%	4 Dollars directed to projects
Other Revenue	\$415,239	\$395,327	\$420,000	\$420,000	\$425,000	1%	4 Ticket Revenues not collected
Federal/DOTD Funds	\$0	\$0	\$5,500,000	\$0	\$5,500,000	0%	3,20 Funding for 2 rehab projects
Bond Proceeds	\$0	\$0	\$0	\$0	\$200,000	0%	3 Bond refunding
<b>Total MOF</b>	<b>\$21,117,055</b>	<b>\$20,140,275</b>	<b>\$25,806,000</b>	<b>\$21,365,936</b>	<b>\$26,837,000</b>	<b>4%</b>	
<b>Expenditures</b>							
Salaries	\$2,434,335	\$2,473,657	\$2,714,709	\$2,567,147	\$2,890,575	6%	4,11 Pay increases
Related Benefits	\$613,771	\$798,565	\$985,990	\$985,990	\$937,016	-5%	11 Health ins premiums decrease
Other Compensation	\$33,284	\$34,206	\$34,180	\$34,180	\$34,180	0%	11 Commissioner's salaries
<b>Personnel Svcs.</b>	<b>\$3,081,390</b>	<b>\$3,306,428</b>	<b>\$3,734,879</b>	<b>\$3,587,317</b>	<b>\$3,861,771</b>	<b>3%</b>	
<b>Operating Services</b>	<b>\$1,846,256</b>	<b>\$1,809,410</b>	<b>\$1,766,054</b>	<b>\$1,668,719</b>	<b>\$1,709,500</b>	<b>-3%</b>	<b>5,12 3% decrease</b>
<b>Supplies</b>	<b>\$911,890</b>	<b>\$861,218</b>	<b>\$995,167</b>	<b>\$904,312</b>	<b>\$938,968</b>	<b>-6%</b>	<b>13</b>
<b>Operating Expenses</b>	<b>\$2,758,146</b>	<b>\$2,670,628</b>	<b>\$2,761,221</b>	<b>\$2,573,031</b>	<b>\$2,648,468</b>	<b>-4%</b>	
<b>Professional Services</b>	<b>\$309,714</b>	<b>\$276,632</b>	<b>\$347,000</b>	<b>\$353,095</b>	<b>\$349,034</b>	<b>1%</b>	<b>14 Audit expenses increase</b>
Debt Service	\$6,831,530	\$6,765,028	\$6,837,213	\$6,837,213	\$5,779,887	-15%	2,16 Bond Pyaments
State Surplus-HPL	\$1,078,487	\$985,457	\$1,139,270	\$1,016,457	\$1,182,613	4%	15,17 Huey P. Long Expenses
<b>Other Charges</b>	<b>\$7,910,017</b>	<b>\$7,750,485</b>	<b>\$7,976,483</b>	<b>\$7,853,670</b>	<b>\$6,962,500</b>	<b>-13%</b>	<b>15</b>
Acquisitions	\$252,214	\$373,151	\$341,290	\$341,290	\$485,884	42%	18-19 42% increase
Major Repairs	\$820,021	\$820,000	\$820,000	\$820,000	\$1,878,621	129%	19-21 Incr. in Maintenance Reserves
Rehabilitation Program	\$5,985,553	\$4,942,951	\$9,825,127	\$5,837,533	\$10,650,722	8%	19-21 7 major rehab projects
<b>Acquisitions/Repairs</b>	<b>\$7,057,788</b>	<b>\$6,136,102</b>	<b>\$10,986,417</b>	<b>\$6,998,823</b>	<b>\$13,015,227</b>	<b>18%</b>	<b>19-21</b>
<b>Total Expenditures</b>	<b>\$21,117,055</b>	<b>\$20,140,275</b>	<b>\$25,806,000</b>	<b>\$21,365,936</b>	<b>\$26,837,000</b>	<b>4%</b>	

The Greater New Orleans Expressway Commission (GNOEC) is requesting approval of a FY 02-03 budget request which represents a 4% increase from the budget approved by the JLCB for FY 01-02. The increase in the total means-of-finance is largely due to an estimated increase in toll revenue of 4% or approximately \$625,000. The FY 02-03 budget request includes a 42% increase in acquisitions spending, a 6.5% increase in salaries and a 18% increase in capital improvement/rehab projects over the approved budget for FY 01-02.

The GNOEC is also proposing to refund its 1992 bonds. According to the GNOEC, this would extend the term of the bonds through 2032 but would allow the Commission to lower its annual debt payment to allow acceleration of its current rehabilitation schedule. In addition, as this current schedule is completed in 2006 (estimated) this increased funding will be utilized in conjunction with the ongoing costs of repair and maintenance of the bridge. The GNOEC notes that while this process will increase the total payout of the bonds over this additional period by a

total of \$26 million, it should save the GNOEC money in relation to inflationary costs on rehab projects which are scheduled in the future. The GNOEC also notes that it will, as part of the bond refunding, take advantage of \$200,000 of bond funds which are available to the Commission and were not received through the original bond issuance. These funds are budgeted in the FY 03 budget shown above.

There are seven (7) budgeted rehabilitation projects at \$16.65 million in Fiscal Year 02-03. Of this amount \$5.5 million is being provided by the Federal Highway Administration and the Louisiana Department of Transportation and Development. In addition, \$9.2 million is being carried forward from prior years to fund these projects.

### **BUDGET REVIEW AUTHORITY**

Section 2 of Act 875 of 1988 requires the GNOEC to submit its annual operating budget to the Joint Legislative Committee of the Budget for its approval or rejection prior to the expenditure of funds contained in such budget. Historically, the Joint Legislative Committee on the Budget has approved the Commission's budget in February or March after the beginning of the Commission's fiscal year.

Section 4 of Act 875 of 1988 provides that the Commission may secure bonds by a trust agreement and that any revenues of the Commission remaining at the end of each fiscal year after (1) payment of all expenses of maintaining and operating the facilities of the Commission and (2) satisfaction of all obligations of the Commission shall be considered surplus. This surplus shall be transferred to the Treasurer of the State of Louisiana for deposit in the Treasury, provided that prior to the transfer of surplus funds the Commission shall use said funds first for its officers to police the Huey P. Long Bridge, and transfer \$50,000 each fiscal year to each of the parishes of St. Charles, St. John the Baptist, and Tangipahoa. Act 1227 of 1995 provides that the Commission use surplus funds to provide \$50,000 per year beginning in FY 95 to the following: Jefferson and St. Tammany parishes, the City of New Orleans for use by the New Orleans Recreation Department, and the Washington Parish Infrastructure and Park Fund.

### **BUDGET SUMMARY**

The GNOEC has submitted a Fiscal Year 02-03 budget request of \$26,837,000. This equates to a 4% increase over the approved budget for FY 01-02. This budget includes refinancing of bonds which will lower bond payments through 2016 but will now extend these payments beyond the original term (2016 to 2032). While this extension frees up funds for rehabilitation projects over the next several years, this will increase bond payments over the life of the bonds by approximately \$26 million.

This is the ninth year of a rehabilitation program originally scheduled for completion in nine years or February 2004 at a cost of \$70 million. The GNOEC now estimates the rehabilitation program to be completed in 2006 at a cost of over \$95 million, including \$5.5 million in federal funds (FHWA and TEA-21) and DOTD (TTF-federal) funds budgeted in FY 02-03. According to the LFO presentation of the GNOEC budget on January 4, 1995 to the JLCB, upon completion of the rehabilitation projects, the tolls shall be reduced to those in effect on November 1, 1994. The rehabilitation program is funded from toll revenues, which includes the \$.50 toll increase (dedicated to bridge rehab only) which began in February of 1995.

## MEANS OF FINANCING

### Highway Fund Number 2

Highway Fund Number 2 revenues are derived from vehicular license taxes collected in the parishes of Orleans, Jefferson, St. John, St. Charles, Tangipahoa and St. Tammany. These revenues are divided equally at year-end between the Greater New Orleans Expressway Commission and the Crescent City Connection Division. The GNOEC experienced a significant reduction in these funds in FY 00-01. This was a result of a revenues not being applied correctly due to the changing of software. However, while this resulted in a shortfall in FY 00-01, the GNOEC realized the "lost" revenue in FY 01-02. The GNOEC anticipates a total of \$5 million in Highway Fund #2 dollars in FY 02-03. As these revenues may only be used to pay its bond indebtedness, the GNOEC is forced to reduce its operating budget to meet these obligatory expenses when these revenues decline.

### Toll Revenues

Toll revenues are budgeted based on historical collections and trends in traffic patterns. Current estimates indicate revenues for Fiscal Year 02-03 will increase slightly over the amount projected for last fiscal year. Toll revenues are budgeted at slightly more than \$15 million for FY 02-03. The GNOEC lists toll revenue of \$14,750,000 in FY 01-02. The total number of crossings on the expressway is anticipated to be 11,501,092 compared to 11,275,092 in FY 01-02. Tolls collected depend upon vehicle type and payment method, which includes full fare and discounted fare programs.

### Interest Income and Other Revenue

Interest income is projected to remain unchanged from the amount approved last fiscal year. However, the amount budgeted is a decrease in comparison to FYs 98-99 and 00-01 and is due to a greater amount of funds being paid for construction activity and less funds held in trust.

The Commission receives less than anticipated collections from traffic citations per Act 775 of 1997. The Commission has indicated that it receives no ticket revenues from the First Parish Court in Jefferson Parish due to a dispute over the Constitutionality of Act 775. The Act provides for an additional cost of \$5 per violation for traffic citations issued by Causeway Police. If fully implemented in accordance with the law, the Commission would expect to receive approximately \$36,000 of additional revenue per year from this source. According to the GNOEC, the District Court has recently ruled that this Act is unconstitutional. However, the GNOEC has filed an appeal with the State Supreme Court.

## EXPENDITURES

### Personnel Expense

The salary expenditure category is budgeted at 6.5% greater than the amount approved last fiscal year. This budget includes pay increases ranging from 3%-7% for most administrative personnel. It should be noted that the Assistant General Manager's (AGM) salary was increased twice since the approved budget from FY 01-02. The GNOEC notes that this is due to an additional salary increase for this person after positive evaluations of the Assistant General Manager. The present AGM was hired in FY 00-01 at a salary of \$50,000 and replaced the previous AGM whose salary was \$63,761.

The GNOEC, on July 1, 2001, raised the starting salaries of police officers from \$21,000 to \$22,000 in order to be more competitive with other entities who recruit law enforcement personnel. The previous budget funded ten months of this increase. This budget will annualize this pay increase.

The budget request includes 93.5 full-time equivalent positions for causeway operations. A portion of the personnel count for administration (3 FTE positions) and operations (12.0) are allocated to Huey P. Long Bridge expenditures. Adding these fifteen positions brings the total FTE positions to 108.5. In addition, there a total of nine persons employed through the Incident Management Contract with DOTD whereby DOTD reimburses GNOEC for expenditures associated with the policing of Interstate 10 between Loyola Drive and Tulane Avenue for the purpose of congestion mitigation. Nine (9) persons are assigned to this detail, including one (1) ranking officer, two (2) dispatchers, and six (6) police officers.

Pay increases to employees are earned through a level and step program approved by the Commission. Administrative and supervisory personnel receive merit increases as a flat percentage based upon individual job performances. Merit increases generally range from 3% to 5% and are approved each year through the Commission's budget approval process.

#### Operating Expenses

Operating Expenses include advertising, the publication of public notices and minutes, insurance, travel, telephone and radio expenses, utilities and other operating services. Other operating services includes unused vacation and sick leave, dues and subscriptions, trustee fees, bank and visa charges for toll deposits, and other miscellaneous expenses. Operating Expenses will decrease by about 3.2% or approximately \$56,000 from the amount approved by the JLCB last fiscal year. The decrease is due primarily to the reduction of telephone and radio expenses by approximately \$33,000 and a decrease in the budget for utilities in the amount of \$23,000. Other operating services has only a \$3,000 increase or 1.6%.

#### Other Charges

The FY 02-03 budget for Other Charges includes a revised debt service schedule which includes refunding the 1992 bonds, as well as the current Series 1999A bonds which were issued in conjunction with the High Voltage Cable Project. According to information provided to the LFO by the GNOEC, the bond refunding will decrease annual debt service payments and will provide funds necessary to more aggressively meet the bridge's long term repair and maintenance schedule.

Per Act 875 of 1988, the Commission will provide \$50,000 each to the parishes of St. Charles, St. John the Baptist, and Tangipahoa. Per Act 1227 of 1995, the Commission will provide \$50,000 to each of the following: Jefferson Parish, St. Tammany Parish, the City of New Orleans for use by the New Orleans Recreation Department, and the Washington Parish Infrastructure and Park Fund.

The Commission is responsible for the policing of the Huey P. Long Bridge and budgets \$832,613 for expenditures paid from anticipated excess revenues to the State. This represents an increase of \$43,343 (5%) over the approved FY 01-02 budget. This increase can be attributed primarily to an increase in acquisitions of 179.2% or a total increase of \$54,295. The Commission budgets a percentage of overall administrative costs to the Huey P. Long Bridge to reflect the amount of administrative resources devoted to the policing of that bridge.

### Total Acquisitions/Major Repairs

This category includes capital acquisitions, major repairs, and the capital improvement/rehabilitation program. This category increases about 14% from the amount approved by the Committee last fiscal year. Capital acquisitions will increase 42% from the prior year or an increase of approximately \$145,000.

The budget for Major Repairs is \$820,000 and remains the same as in FY 01-02. These expenditures are associated with those costs necessary for maintenance needs not addressed in the rehabilitation program. The Commission estimates that some of the funds budgeted in the Major Repairs category each year for Extraordinary Maintenance, Preventive Maintenance, Emergency and Periodic Repairs, and System Improvements are not spent each year for these purposes. The Commission accumulates any unexpended funds each year in the Extraordinary Repair and Maintenance Fund for the purpose of meeting its regular capital outlay and maintenance needs not met in the capital improvements program. This method of financing was used in the past to complete the 3,700 square foot, four bay north shore maintenance facility which opened in December 1998. This financing mechanism is not evidenced in the Commission's budget request in previous fiscal years, but was used prior to the capital improvements program in order to meet recurring capital outlay and major repair needs. As of January 10, 2001, this account held over \$3.5 million in reserves. The Commission is required to maintain at least \$800,000 in this account by its Trust Indenture. The GNOEC anticipates using the remaining funds for North Channel Bascule Restoration (\$1 million), overlay of North approach road (\$600,000), overlay of the West approach road (\$350,000), West approach road drainage (\$350,000), and Safety and Speed Enforcement System (\$400,000).

The approved budget request for the capital improvements/rehabilitation program includes seven projects scheduled to cost \$16.65 million of which \$5.5 million is provided by the Federal Highway Administration and the Louisiana Department of Transportation and Development (TTF-federal). These projects include South Toll Plaza renovations, North Shore transportation and drainage improvements, implementation of the Intelligent Transportation System (ITS), addition of acceleration/deceleration lanes at one of the crossovers, continuation of piling restoration, and removing and replacing the wooden fender at the Bascule. In addition, the request carries forward \$9.2 from the previous year (FY 01-02). The rehabilitation program also proposes to carry forward \$3.09 million to FY 03-04.

## **OFF BUDGET ITEM**

Not included in the budget request is an interagency agreement between the Department of Transportation and Development and the Commission, whereby the DOTD will reimburse the Commission for expenditures associated with the policing of Interstate 10 between Loyola Drive and Tulane Avenue for the purpose of congestion mitigation. The cost of the project is shared between DOTD and the Federal Highway Administration at ten percent and ninety percent of the cost, respectively. Reimbursement by DOTD for the three-year contract (the second three year contract with DOTD), which was signed in November of 2000, may not exceed \$675,000 in the first year and \$620,625 each year in the second and third year. Additional compensation was required in the first year due to initial start up expenditures for three vans and any retrofitting required to be in compliance with the contractual agreement. There are six patrol officers, one ranking officer, and two dispatchers assigned to the incident management program. None of these positions or costs associated with the program are reflected in the budget request.

## **BUDGET ISSUES**

1. The major budget issue confronting the GNOEC is the decision of the Commission to refund its 1992 bonds. Prior to this refunding, the bonds were scheduled to be defeased in 2016. However, with lower interest rates available today, the GNOEC has chosen to refund these bonds and extend the life of the bonds through 2032. This decision will decrease annual bond payments and will allow the GNOEC to accelerate its ongoing rehab schedule which is now estimated to be completed in 2006. Upon completion of this current schedule, the GNOEC will use these funds to fund ongoing repair and maintenance of the bridge.

While the GNOEC has chosen to take advantage of the attractive interest rates available to it in today's market, the JLCB should be made aware of the alternative available to the GNOEC. Extending the life of the bonds by 16 years will increase the total cost of the payout by approximately \$26 million. In addition, the 92 bonds would have been paid off in 2016, thereby freeing up approximately \$5.5 million annually which would have been available for repair and maintenance of the bridge. With the 99 bonds scheduled to be paid off in the same year, this would total nearly \$7 million which would be made available for this purpose.



Project	Project Name	Status	CAPITAL IMPROVEMENTS - REHABILITATION PROGRAM	Budgeted FY 2002	Revised Cost Estimates
			Brief Description		
1108	Impact Attenuator Replacement	Complete 1995	System replaced to improve safety. The attenuators are located on each side of the seven cross-overs and positioned where vehicles are most likely to impact concrete bridge railings head on.		\$788,000
1302	North Approach Road Rehabilitation	Complete 1996	New asphalt overlay on North Causeway Approach Road and between the north toll plaza and south bound bridge. Asphalt removed, base repaired, new asphalt applied.		\$1,199,000
1101A	Fender Replacement Part A	Complete 1997	Remove deteriorated wood pilings and fenders located at the south, center, and north humps (4, 12, and 20 miles) and replaces the south commercial marine crossing (8 mile) fender system.		\$2,628,000
1107A	Piling Restoration Part A	Complete 1997	Rehabilitation of pilings which are cracked and need repair, most of work performed by divers. This pilot project began in October 1996 and involves approximately the first four miles closest to north shore.		\$3,375,000
1301	West Approach Road Rehabilitation	Complete 1997	Asphalt overlay on West Approach on north shore similar repair work as completed on North Causeway Approach Road.		\$2,171,000
1105A	Transformer Repairs	Complete 1998	Transformer repairs corrected an immediate safety problem with existing transformers on the bridges.		\$336,000
1104	Painting of Steel Spans	Complete 1999	Repainting of steel portions of both bridges. Special procedures are necessary to remove existing lead based primer paint. Scope of project has expanded to include the repair of the steel spans on the south bound bridge (inclusion of Project 1104B).		\$2,855,000
1104B	Repair of South Bound Steel End Spans	Complete 1999	Repair steel beams of the end spans and apply coating to protect. Beams have suffered corrosion over time and have lost significant amounts of material in the lower flanges. This project has been incorporated into Project 1104.		\$0
1109	South Bound Bridge Finger Joint Repair	Complete 1999	Repair all finger joints on the south bound bridge. These joints are located at every fifth span to provide for deck expansion.		\$842,000
1111	Wearing Surface Restoration	Complete 1999	Apply a texture to the pavement on south bound and north bound bridge decks as required. This project was combined with Project 1112.		\$3,944,000
1112	Pavement Marking of Bridge Deck	Complete 1999	Plastic pavement striping and raised reflectorized pavement markers. This project was constructed with Project 1111.		\$0
1201	South Toll Plaza - One-way Toll Collection	Complete 1999	This project provided for the renovations to the south toll plaza required by the conversion to one-way toll collection on the north shore.		\$343,000
1113	Variable Message Sign Replacement	Complete 2000	Replacement of all variable message signs that were 15 years old and replacement parts were not available. Three signs were added to the north shore to assist morning commuter traffic. Project also included replacing bridge call boxes and extended maintenance.		\$6,853,000
Maglev	Magnetic Levitation Train Matching Funds	Complete 2000	The House and Senate Transportation Committees and the Joint Legislative Committee on the Budget in September 1999 authorized the Commission to use up to \$750,000 of its rehabilitation program funds for its cost share of a study to determine the feasibility of constructing a high speed train from the north shore to the airport to downtown New Orleans.		\$550,000
1105B	High Voltage Aerial Cable Replacement	Under Construction 2001 & 2003	Replacement of electrical cables that provide power to the bridge system. Most of existing cable made of aluminum and near the end of its useful life. Also, existing cable is undersized for increased electrical demand. The JLCB approved bond financing of \$11.5 M for this project in 2000.		\$15,755,000
2001	Causeway Crossover Acceleration Deceleration Lanes	Scheduled 2003	This project will improve safety on the Causeway through the installation of acceleration/ deceleration lanes at one of the crossovers. This project will be partially funded by TEA-21 in the amount of \$1.5 million	\$1,800,000	\$1,800,000
1101C	Fender Replacement Part C Navigational Channel Marker Light Replacement	Complete 2001	This project provided for the replacement of the navigational channel marker lights at the north and south navigational channels. This work was to be done with project 1101B but it was moved up at the request of the US Coast Guard.		\$335,000
1107B	Piling Restoration Parts B	Scheduled 2002	Repair cracked pilings as required. Salt water is corroding the steel in the piles which could lead to failure of the piling. Most of the work must be performed by divers. The cost of this project will be adjusted based upon the pilot program experience. Originally estimated to cost \$20.4 million, this project is expected to cost \$10.8 million based on inspection and rehabilitation of pilings of the first four miles from the north shore completed in Piling Restoration Part A (Project 1107A).		\$1,926,000
1107B	Part C	2002			\$4,095,000
1107B	Part D	2003		\$3,923,000	\$3,923,000
1107B	Part E	2004			\$3,923,000
1303	North Causeway Blvd Repair & Improvements	Complete 2002	North Causeway Boulevard will be widened between the South Toll Plaza and Veterans Blvd. The project will include repair of the base and a new asphalt overlay. This project has been added to the program.		\$4,200,000
1101B	Fender Replacement Part B North Channel Bascule	Scheduled 2003	Remove and replace wooden fender system at the Bascule. The United States Army Corps of Engineers will provide \$1 million to purchase a new composite piling system. This project has been delayed until completion of the Cable replacement project.	\$2,550,000	\$2,550,000
1201	South Toll Plaza Renovations	Scheduled 2003	This project will renovate the South Toll Plaza in light of one-way toll collection. Booths will be removed, pavement and drainage will be repaired, and flood gates will be installed. Includes \$1 million federal.	\$1,925,125	\$1,925,125
1304	North Shore Transportation & Drainage Improvements	Scheduled 2003	This project will improve drainage on Bayou Chinchuba under the North and West approach roads and improve traffic flow through the Florida St intersection. This project will be partially funded with \$500k in federal funds.	\$1,309,185	\$1,309,185
1114	Intelligent Transportation System (ITS)	Scheduled FY 02	This project will install ITS equipment on the causeway such as TV cameras, traffic detectors, weather stations, etc to increase safety. This project will be partially funded with \$4 million in FHWA and LaDOTD.	\$5,144,250	\$5,144,250
1102	Bearing Pad Replacement - North Bound Bridge	Scheduled 2004	Replace all neoprene bearing pads on the north bound bridge and shim as required to level the riding surface.		\$5,544,000
1106	Structural Repairs & Concrete Sealing of Bridge Underside	Scheduled 2005 & 2006	Spot repair approximately 1% of north bound bridge and 10% of south bound bridge. This project would repair damaged concrete and seal to prevent further corrosion.		\$10,358,000
1103	Bearings on South Bound Bridge	Scheduled 2005	Clean and adjust bearings on the south bound bridge and shim as required to level the riding surface.		\$1,681,000
	<b>TOTAL</b>			<b>\$16,651,560</b>	<b>\$90,352,560</b>

## TOLL INCREASE AND REHABILITATION PROJECTS

In February 1995, the Greater New Orleans Expressway Commission increased tolls and charges on the Lake Pontchartrain Causeway. The revenues generated from the increase are dedicated for the purpose of funding the projects listed in the "Greater New Orleans Expressway Commission Rehabilitation Projects," found on the previous page. Increases in program scope and costs have extended the anticipated completion of the rehabilitation from February 2004 to October 2006. Upon completion of the rehabilitation projects, the tolls will be reduced to those in effect before this increase. The schedule of tolls and charges below became effective February 1, 1995.

### PRIOR AND CURRENT TOLL SCHEDULE

<u>Height</u>	<u>Type</u>	<u>Axles</u>	<u>Current Toll</u>	<u>Prior Toll</u>
Under 7'6"	Commuter Cash	2	\$2.00	\$0.50
		2	\$3.00	\$1.00
		3	\$4.50	\$1.50
		4	\$6.00	\$2.00
		5+	\$7.50	\$2.50
Over 7'6"	Cash	2	\$6.00	\$2.35
		3	\$9.00	\$2.90
		4	\$12.00	\$3.75
		5+	\$15.00	\$4.00

# PERSONNEL EXPENSE

<b>SALARIES</b>	<b>FTE</b>	<b>Actual FY 99-00</b>	<b>FTE</b>	<b>Actual FY 00-01</b>	<b>FTE</b>	<b>Approved FY 01-02</b>	<b>FTE</b>	<b>Requested FY 02-03</b>
General Manager	1.0	\$92,955	1.0	\$85,000	1.0	\$89,250	1.0	\$93,712
Asst. Gen. Manager	1.0	\$60,859	1.0	\$50,000	1.0	\$52,500	1.0	\$57,750
N. Shore Supervisor	1.0	\$38,830	1.0	\$39,995	1.0	\$41,195	1.0	\$43,255
Office Personnel	14.0	\$406,018	14.5	\$437,077	15.0	\$468,428	16.0	\$516,209
Less: HPL Adm.	(2.5)	(\$75,592)	(2.5)	(\$78,597)	(3.0)	(\$85,175)	(3.0)	(\$90,498)
<b>Total Administrative</b>	<b>14.5</b>	<b>\$523,070</b>	<b>15.0</b>	<b>\$533,475</b>	<b>15.0</b>	<b>\$566,198</b>	<b>16.0</b>	<b>\$620,428</b>
Toll Collectors	12.0	\$318,399	13.5	\$295,228	13.5	\$300,273	14.0	\$308,530
Bridge Monitors	2.5	\$83,033	3.5	\$69,542	3.5	\$66,302	4.5	\$89,798
Maintenance	24.5	\$613,429	24.0	\$639,201	23.0	\$673,305	25.0	\$693,966
Comm./Radar Operators	17.5	\$341,854	17.5	\$362,290	17.0	\$428,182	17.0	\$426,223
Police	28.0	\$900,000	29.0	\$905,886	28.0	\$1,117,198	29.0	\$1,197,698
Less: HPL Operations	(13.0)	(\$346,381)	(14.0)	(\$331,965)	12.0	(\$436,749)	(12.0)	(\$446,068)
<b>Total Operations</b>	<b>71.5</b>	<b>\$1,910,334</b>	<b>73.5</b>	<b>\$1,940,182</b>	<b>97.0</b>	<b>\$2,148,511</b>	<b>77.5</b>	<b>\$2,270,147</b>
<b>TOTAL SALARIES</b>	<b>86.0</b>	<b>\$2,433,404</b>	<b>88.5</b>	<b>\$2,473,657</b>	<b>112.0</b>	<b>\$2,714,709</b>	<b>93.5</b>	<b>\$2,890,575</b>
<b>Related Benefits</b>								
Parochial (Retirement)		\$238,829		\$296,640		\$290,364		\$307,743
Group Insurance		\$348,355		\$423,418		\$628,592		\$542,321
Retirees Group Benefits		\$28,723		\$84,454		\$117,701		\$124,380
Gov. Def. Comp. Plan		\$78,120		\$84,454		\$82,080		\$86,400
Less: HPL Rel. Benef.		(\$80,256)		(\$90,401)		(\$132,747)		(\$123,828)
<b>Total Related Benefits</b>		<b>\$613,771</b>		<b>\$798,565</b>		<b>\$985,990</b>		<b>\$937,016</b>
<b>Other Compensation*</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>		<b>\$34,180</b>
<b>Total Personnel Expense</b>		<b>\$3,081,355</b>		<b>\$3,306,402</b>		<b>\$3,734,879</b>		<b>\$3,861,771</b>

\* Other Compensation represents the salaries of the Greater New Orleans Expressway Commissioners. The five appointed commissioners are paid \$569.66 per month for Commission duties as provided by an amendment to the Articles of Incorporation of the Great Expressway Commission. The Articles of Incorporation were executed by the Parishes of Jefferson and St. Tammany on October 20, 1954, with the above amendment being approved on August 7, 1986.

Requested Adjustments to Full Time Equivalency Position (FTE) Count:	<u>FTEs</u>
Fiscal Year 2002 FTEs Approved (Including HPL Personnel)	103.0
Net increase of personnel (FTEs)	<u>5.5</u>
Requested Fiscal Year 2003 FTEs (Including HPL Personnel)	108.5

## OPERATING EXPENSES

	<u>Actual</u> <u>FY 99-00</u>	<u>Actual</u> <u>FY 00-01</u>	<u>Approved</u> <u>FY 01-02</u>	<u>Requested</u> <u>FY 02-03</u>	<u>FY 02</u> <u>to FY 03</u>
<b>OPERATING SERVICES</b>					
Advertising	\$18,582	\$23,177	\$15,000	\$15,000	0.0%
Publication of Public Notices and Minutes	\$5,149	\$5,304	\$7,409	\$3,500	-52.8%
Insurance	\$1,147,000	\$1,147,000	\$1,147,000	\$1,147,000	0.0%
Travel	\$0	\$0	\$5,000	\$5,000	0.0%
Telephone and Radio	\$178,265	\$223,081	\$214,588	\$182,000	-15.2%
Utilities	\$153,147	\$177,724	\$188,057	\$165,000	-12.3%
Other Operating Services	<u>\$344,113</u>	<u>\$233,124</u>	<u>\$189,000</u>	<u>\$192,000</u>	1.6%
<b>TOTAL OPER. SERVICES</b>	<b>\$1,846,256</b>	<b>\$1,809,410</b>	<b>\$1,766,054</b>	<b>\$1,709,500</b>	-3.2%

The decrease in Telephone and Radio expenses is due in large part to the Commission's review of telephone services and plans and the subsequent revisions made to lower costs and fees. In addition, the lease/purchase agreement on the radio communications equipment in dispatch was completed in 2002 and this equipment is now owned by the GNOEC.

In addition, utilities were previously budgeted to cover any possible energy crisis resulting from the events of recent terrorist activities that may have increased utility costs. The current budget has declined as the threat of increased utility costs is reduced.

## OTHER OPERATING SERVICES SUMMARY

	<u>Actual</u> <u>FY 99-00</u>	<u>Actual</u> <u>FY 00-01</u>	<u>Approved</u> <u>FY 01-02</u>	<u>Requested</u> <u>FY 02-03</u>	<u>FY 02</u> <u>to FY 03</u>
<b>Other Operating Services</b>					
Unused Vacation & Sick Leave	\$186,513	\$92,882	\$35,000	\$15,000	-57.1%
Dues and Subscriptions	\$13,406	\$12,842	\$14,000	\$18,000	28.6%
Trustee Fees	\$25,632	\$15,096	\$30,000	\$10,000	-66.7%
Bank & Visa Charges on Toll Deposits	\$102,729	\$100,909	\$95,000	\$140,000	47.4%
All Other	<u>\$15,833</u>	<u>\$11,395</u>	<u>\$15,000</u>	<u>\$9,000</u>	-40.0%
<b>TOTAL OTHER OP. SVC.</b>	<b>\$344,113</b>	<b>\$233,124</b>	<b>\$189,000</b>	<b>\$192,000</b>	1.6%

Unused Vacation and Sick Leave is reduced in this budget compared to prior years. This is due to the Commission not anticipating extraordinary expenses in FY 02-03 as has occurred in the past due to long-time employees departing and being paid for large amounts of unused vacation and sick leave.

This category also includes dues to the International Bridge, Tunnel and Turnpike Authority and for memberships in various police associations and chambers of commerce.

This category also shows a decrease in the Trustee Fees as the trustee for the GNOEC has reduced its fees and charges significantly.

## SUPPLIES EXPENSE

	Actual	Actual	Approved	Requested	FY 02
Supplies Expense Items	<u>FY 99-00</u>	<u>FY 00-01</u>	<u>FY 01-02</u>	<u>FY 02-03</u>	<u>to FY 03</u>
Ofc. Expense and Supplies	\$140,713	\$140,674	\$147,275	\$144,333	-2.0%
Oper. Expenses & Supplies	\$287,686	\$318,928	\$362,798	\$300,000	-17.3%
Repair & Maint./Supplies	<u>\$483,491</u>	<u>\$401,616</u>	<u>\$485,094</u>	<u>\$494,635</u>	2.0%
<b>TOTAL SUPPLIES EXP.</b>	<b>\$911,890</b>	<b>\$861,218</b>	<b>\$995,167</b>	<b>\$938,968</b>	-5.6%

### Office Expense and Supplies:

The GNOEC is requesting a 2% decrease in its supply budget. The GNOEC notes that this decrease is due to decreased costs in the category.

Included in this general ledger account are the costs related to disposal services, postage, extermination and termite control, office machine repairs and maintenance contracts, and other general administrative office supplies.

### Operating Expenses and Supplies:

The approved budget for FY 02-03 is \$300,000, which is a 17.3% decrease from the prior year's approved budget. The Commission notes that the costs associated with repairs and preventive maintenance on all vehicles have been reduced as a result of the work being done by Causeway vehicle maintenance personnel.

Included in the general ledger account Operating Supplies are the costs associated with vehicle and truck repairs and their routine preventative maintenance. All gasoline, oil, auto parts, tires, lubricants, diesel fuel and any other similar costs are in this account. All police equipment on the vehicles and related maintenance is in this account. Also included in this account are all police uniforms and protective equipment and any expenditures for police car retrofitting.

### Repair and Maintenance Supplies:

The amount budgeted in this category shows a 2% increase over the amount budgeted in FY 02.

Included in this account are the costs for general maintenance and supplies needed on the bridge, toll tags, toll system software maintenance, computer and electronic repairs on all bridge equipment, plumbing and janitorial supplies for the entire operation, and air conditioning contracts and other miscellaneous items dealing with operations maintenance.

## PROFESSIONAL SERVICES

Professional Service Items	Actual FY 99-00	Actual FY 00-01	Approved FY 01-02	Requested FY 02-03	FY 02 to FY 03
<b>Accounting and Finance</b>					
Independent Audit	\$8,800	\$8,800	\$8,000	\$20,000	150.0%
Computer Consulting	\$878	\$1,528	\$18,000	\$18,000	0.0%
Accounting Services	<u>\$112,903</u>	<u>\$90,513</u>	<u>\$97,000</u>	<u>\$97,000</u>	0.0%
<b>Total Accounting and Finan.</b>	<b>\$122,581</b>	<b>\$100,841</b>	<b>\$123,000</b>	<b>\$135,000</b>	<b>9.8%</b>
<b>Engineering *</b>					
Engineering Traffic Consultant	<u>\$989</u>	<u>\$4,613</u>	<u>\$5,000</u>	<u>\$5,000</u>	0.0%
<b>Total Engineering</b>	<b>\$989</b>	<b>\$4,613</b>	<b>\$5,000</b>	<b>\$5,000</b>	<b>0.0%</b>
<b>Litigation &amp; Legal Representation</b>					
Prior Litigation	\$10,000	\$0	\$10,000	\$10,000	0.0%
Gen. Counsels	<u>\$98,358</u>	<u>\$100,159</u>	<u>\$90,000</u>	<u>\$90,000</u>	0.0%
<b>Total Litigation/Legal</b>	<b>\$108,358</b>	<b>\$100,159</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>0.0%</b>
<b>Other Professional Services</b>					
Investment Consultant-Sisung	\$58,129	\$71,019	\$65,000	\$81,000	24.6%
Police Integrity & Ethics	<u>\$19,657</u>	<u>\$0</u>	<u>\$54,000</u>	<u>\$28,034</u>	-48.1%
<b>Total Other Prof. Services</b>	<b>\$77,786</b>	<b>\$71,019</b>	<b>\$119,000</b>	<b>\$109,034</b>	<b>-8.4%</b>
<b>TOTAL PROF. SERV.</b>	<b>\$309,714</b>	<b>\$276,632</b>	<b>\$347,000</b>	<b>\$349,034</b>	<b>0.6%</b>

\* Not included in this category are the engineering costs associated with Rehabilitation Program projects and those engineering expenses included in Major Repairs. These costs generally range from 5 to 6% of the total project cost.

Beginning in FY 99-00, the Legislative Auditor began performing an annual audit of Commission's financial statements. This review will now be performed by an independent CPA firm. The Commission, with the recommendation of the Legislative Auditor, has budgeted \$20,000 for this activity. This equates to an increase of 150% over the prior cost of the annual audit.

Accounting Services includes preparation of the financial statements and budget documents.

The traffic engineer provides information pertaining to annual traffic studies and toll analyses which are used mainly for budget and operations planning.

Litigation and legal representation includes general legal consultation and litigation unrelated to insurance matters.

The budget for the Investment Consultant will increase by 24%. This fee is based upon the amount of the rehabilitation fund investments under the consultant's management. The rehab funds were not expended as quickly as the Commission anticipated, therefore, the fee will be higher than budgeted in the past.

The GNOEC has again included in this budget funding totaling \$28,034 for police integrity and ethics. This contract was originally included in the FY 00-01 budget and six months after the training phase has been completed, an assessment and evaluation (Phase 3 of contract) will be done to determine if the training program accomplished the mission of the contract.

#### OTHER CHARGES

<b>Other Charges Expenditures</b>	<b>Actual FY 99-00</b>	<b>Actual FY 00-01</b>	<b>Approved FY 01-02</b>	<b>Requested FY 02-03</b>	<b>FY 02 to FY 03</b>
<b>Debt Service</b>	<b>\$6,831,530</b>	<b>\$6,765,028</b>	<b>\$6,837,213</b>	<b>\$5,779,887</b>	<b>-15.5%</b>
<b>Interagency Expense</b>					
Act 875 of 1988					
St. Charles Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. John the Baptist Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Tangipahoa Parish	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	0.0%
<b>Total Act 875</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>0.0%</b>
Act 1227 of 1995					
City of New Orleans	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Jefferson Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
St. Tammany Parish	\$50,000	\$50,000	\$50,000	\$50,000	0.0%
Washington Parish	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	0.0%
<b>Total Act 1227</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>0.0%</b>
<b>Huey P. Long Bridge</b>	<b>\$728,487</b>	<b>\$635,457</b>	<b>\$789,270</b>	<b>\$832,613</b>	<b>5.5%</b>
<b>Total Interagency Expense</b>	<b>\$7,910,017</b>	<b>\$7,750,485</b>	<b>\$7,976,483</b>	<b>\$6,962,500</b>	<b>-12.7%</b>
Transfer to State of Louisiana (excess GNOEC collections)	\$0	\$0	\$0	\$0	0.0%
<b>TOTAL OTHER CHARGES</b>	<b>\$7,910,017</b>	<b>\$7,750,485</b>	<b>\$7,976,483</b>	<b>\$6,962,500</b>	<b>-12.7%</b>

Other Charges consist of Debt Service, Interagency Expense, and State Surplus. Interagency Expense includes expenditures Per Act 875 of 1988 and Act 1227 of 1995. These Acts provide, prior to the transfer of surplus funds to the State of Louisiana, funding for the policing of the Huey P. Long Bridge and for the transfer of funds to the above local agencies. The Commission last returned surplus revenues to the State of Louisiana in FY 94 in the amount of \$104,748. Act 875 of 1988 requires the Commission to use surplus funds to police the Huey P. Long Bridge.

# CURRENT DEBT SERVICE SCHEDULE

FY End	1992 Refinancing (Pre 1999 Bonds Debt)			Series 1999A Bonds			Current Total
	Principal	Interest	Total	Principal	Interest	Total	
2003	\$2,450,000	\$3,053,995	\$5,503,995	\$680,000	\$654,513	\$1,334,513	\$6,838,508
2004	\$2,595,000	\$2,911,895	\$5,506,895	\$700,000	\$624,763	\$1,324,763	\$6,831,658
2005	\$2,745,000	\$2,758,790	\$5,503,790	\$750,000	\$593,263	\$1,343,263	\$6,847,053
2006	\$2,910,000	\$2,594,090	\$5,504,090	\$775,000	\$558,763	\$1,333,763	\$6,837,853
2007	\$3,090,000	\$2,416,580	\$5,506,580	\$825,000	\$522,338	\$1,347,338	\$6,853,918
2008	\$3,280,000	\$2,225,000	\$5,505,000	\$850,000	\$483,150	\$1,333,150	\$6,838,150
2009	\$3,470,000	\$2,032,675	\$5,502,675	\$900,000	\$442,350	\$1,342,350	\$6,845,025
2010	\$3,675,000	\$1,829,200	\$5,504,200	\$950,000	\$397,800	\$1,347,800	\$6,852,000
2011	\$3,890,000	\$1,613,700	\$5,503,700	\$975,000	\$351,488	\$1,326,488	\$6,830,188
2012	\$4,115,000	\$1,385,550	\$5,500,550	\$1,030,000	\$300,300	\$1,330,300	\$6,830,850
2013	\$4,355,000	\$1,144,200	\$5,499,200	\$1,085,000	\$246,225	\$1,331,225	\$6,830,425
2014	\$4,620,000	\$882,900	\$5,502,900	\$1,140,000	\$189,263	\$1,329,263	\$6,832,163
2015	\$4,900,000	\$605,700	\$5,505,700	\$1,200,000	\$129,413	\$1,329,413	\$6,835,113
2016	\$5,195,000	\$311,700	\$5,506,700	\$1,265,000	\$66,413	\$1,331,413	\$6,838,113
<b>Total</b>	<b>\$51,290,000</b>	<b>\$25,765,975</b>	<b>\$77,055,975</b>	<b>\$13,125,000</b>	<b>\$5,560,038</b>	<b>\$18,685,038</b>	<b>\$95,741,013</b>

# PROPOSED DEBT SERVICE SCHEDULE

FY End	Series 1999A Bonds			Proposed Series 2003 Bonds			Total After 2003 Bonds
	Principal	Interest	Total	Principal	Interest	Total	
2003	\$680,000	\$654,513	\$1,334,513	\$1,005,000	\$3,440,375	\$4,445,375	** \$5,779,887
2004	\$700,000	\$624,763	\$1,324,763	\$1,020,000	\$2,380,708	\$3,400,708	\$4,725,470
2005	\$750,000	\$593,263	\$1,343,263	\$1,040,000	\$2,362,348	\$3,402,348	\$4,745,610
2006	\$775,000	\$558,763	\$1,333,763	\$1,060,000	\$2,339,988	\$3,399,988	\$4,733,750
2007	\$825,000	\$522,338	\$1,347,338	\$1,085,000	\$2,314,018	\$3,399,018	\$4,746,355
2008	\$850,000	\$483,150	\$1,333,150	\$1,115,000	\$2,283,638	\$3,398,638	\$4,731,788
2009	\$900,000	\$442,350	\$1,342,350	\$1,150,000	\$2,249,073	\$3,399,073	\$4,741,423
2010	\$950,000	\$397,800	\$1,347,800	\$1,190,000	\$2,211,123	\$3,401,123	\$4,748,923
2011	\$975,000	\$351,488	\$1,326,488	\$1,230,000	\$2,170,068	\$3,400,068	\$4,726,555
2012	\$1,030,000	\$300,300	\$1,330,300	\$1,275,000	\$2,123,943	\$3,398,943	\$4,729,243
2013	\$1,085,000	\$246,225	\$1,331,225	\$1,325,000	\$2,074,855	\$3,399,855	\$4,731,080
2014	\$1,140,000	\$189,263	\$1,329,263	\$1,380,000	\$2,021,855	\$3,401,855	\$4,731,118
2015	\$1,200,000	\$129,413	\$1,329,413	\$1,435,000	\$1,964,585	\$3,399,585	\$4,728,998
2016	\$1,265,000	\$66,413	\$1,331,413	\$1,495,000	\$1,903,598	\$3,398,598	\$4,730,010
2017	\$ -	\$ -	\$ -	\$1,565,000	\$1,838,565	\$3,403,565	\$3,403,565
2018	\$ -	\$ -	\$ -	\$1,630,000	\$1,768,923	\$3,398,923	\$3,398,923
2019	\$ -	\$ -	\$ -	\$1,710,000	\$1,689,053	\$3,399,053	\$3,399,053
2020	\$ -	\$ -	\$ -	\$1,795,000	\$1,605,263	\$3,400,263	\$3,400,263
2021	\$ -	\$ -	\$ -	\$1,885,000	\$1,517,308	\$3,402,308	\$3,402,308
2022	\$ -	\$ -	\$ -	\$1,975,000	\$1,424,943	\$3,399,943	\$3,399,943
2023	\$ -	\$ -	\$ -	\$2,075,000	\$1,328,168	\$3,403,168	\$3,403,168
2024	\$ -	\$ -	\$ -	\$2,180,000	\$1,223,380	\$3,403,380	\$3,403,380
2025	\$ -	\$ -	\$ -	\$2,290,000	\$1,113,290	\$3,403,290	\$3,403,290
2026	\$ -	\$ -	\$ -	\$2,405,000	\$997,645	\$3,402,645	\$3,402,645
2027	\$ -	\$ -	\$ -	\$2,525,000	\$876,193	\$3,401,193	\$3,401,193
2028	\$ -	\$ -	\$ -	\$2,650,000	\$748,680	\$3,398,680	\$3,398,680
2029	\$ -	\$ -	\$ -	\$2,785,000	\$613,530	\$3,398,530	\$3,398,530
2030	\$ -	\$ -	\$ -	\$2,930,000	\$471,495	\$3,401,495	\$3,401,495
2031	\$ -	\$ -	\$ -	\$3,080,000	\$322,065	\$3,402,065	\$3,402,065
2032	\$ -	\$ -	\$ -	\$3,235,000	\$164,985	\$3,399,985	\$3,399,985
<b>Total</b>	<b>\$13,125,000</b>	<b>\$5,560,038</b>	<b>\$18,685,038</b>	<b>\$53,520,000</b>	<b>\$49,543,652</b>	<b>\$103,063,652</b>	<b>\$121,748,690</b>

\*\* FY 2003 Interest Assumption-interest paid on 1992 bonds from November 1, 2002 through closing date on 2003 bonds and on 2003 bonds from bond closing through Nov. 1, 2003.



## HUEY P. LONG BRIDGE

Huey P. Long	Approved	Requested	FY 02
<u>Bridge</u>	<u>FY 01-02</u>	<u>FY 02-03</u>	<u>to FY 03</u>
<b>Administrative</b>			
Administrative Salaries	\$86,124	\$90,718	5.3%
Payroll Taxes	\$7,474	\$7,865	5.2%
Payroll Benefits	\$13,268	\$14,285	7.7%
Materials, Supplies, Contract Work	<u>\$1,500</u>	<u>\$750</u>	-50.0%
<b>Total Administrative Function</b>	<b>\$108,366</b>	<b>\$113,618</b>	4.8%
<b>Operations</b>			
Police Patrol	\$330,605	\$347,755	5.2%
Dispatch	\$54,364	\$55,366	1.8%
Payroll Taxes	\$35,416	\$37,087	4.7%
Payroll Benefits	\$53,166	\$39,016	-26.6%
Materials, Supplies, Contract Work	\$60,000	\$60,000	0.0%
Telephone and Radio	\$8,500	\$8,500	0.0%
Unused Vacation and Sick Leave	\$7,500	\$7,500	
Insurance	<u>\$27,500</u>	<u>\$21,000</u>	-23.6%
<b>Total Operations</b>	<b>\$577,051</b>	<b>\$576,224</b>	-0.1%
<b>Maintenance</b>			
Maintenance Personnel	\$51,780	\$42,947	-17.1%
Payroll Taxes	\$4,477	\$3,652	-18.4%
Payroll Benefits	<u>\$17,291</u>	<u>\$11,572</u>	-33.1%
<b>Total Maintenance</b>	<b>\$73,548</b>	<b>\$58,171</b>	-20.9%
<b>Capital Acquisitions</b>	<b>\$30,305</b>	<b>\$84,600</b>	179.2%
<b>TOTAL HUEY P. LONG BRIDGE</b>	<b>\$789,270</b>	<b>\$832,613</b>	5.5%

Since Act 875 of 1988, the Commission has budgeted expenditures for the policing of the Huey P. Long Bridge not as a part of its operating budget but as a reduction to surplus. A percentage of the Commission's administrative, police, and maintenance salaries and benefits, equipment, and acquisitions comprise total expenditures associated with the policing function.

## ACQUISITIONS AND MAJOR REPAIRS

<b>Causeway Acquisitions, Major Repairs and Rehabilitation Program</b>	<b>Approved FY 01-02</b>	<b>Requested FY 02-03</b>	<b>FY 02 to FY 03</b>
<b>Capital Acquisitions</b>			
Police	\$156,435	\$232,400	48.6%
Maintenance	\$120,400	\$242,084	101.1%
Operations	\$15,441	\$7,500	-51.4%
Administration	<u>\$49,014</u>	<u>\$3,900</u>	-92.0%
<b>Total Capital Acquisitions</b>	<b>\$341,290</b>	<b>\$485,884</b>	<b>42.4%</b>
<b>Major Repairs</b>			
Consulting Engineering	\$170,000	\$155,000	-8.8%
Annual AASHTO Inspection	\$150,000	\$150,000	0.0%
Emergency and Periodic Repairs	\$250,000	\$125,000	-50.0%
Upgrade Collision Avoidance Radar System	\$0	\$50,000	100.0%
Security Cameras on Bridge & Marine Cross	\$0	\$315,000	100.0%
North Shore Toll Plaza Building Modif.	\$0	\$633,621	100.0%
Long Term Periodic Maint. Reserve Fund	\$0	\$0	0.0%
Preventative Maintenance of Mech. Sys	\$25,000	\$25,000	0.0%
Preventative Maintenance of Elect. Sys	\$25,000	\$25,000	0.0%
Repair Spalled Areas of Bridge Deck	\$0	\$50,000	100.0%
Access/ Egress to EZ Serve Site	\$0	\$100,000	100.0%
Repair Bent 1496	\$0	\$100,000	100.0%
System Improvement	\$200,000	\$150,000	-25.0%
<b>Total Major Repairs</b>	<b>\$820,000</b>	<b>\$1,878,621</b>	<b>129.1%</b>
<b>Capital Imp./Rehabilitation Program</b>			
1101B Fender Replacement Part B	\$2,550,000	\$2,550,000	0.0%
1201 South Toll Plaza Renovations	\$1,925,125	\$1,925,125	0.0%
Causeway Acceleration/Deceleration Lanes	\$0	\$1,800,000	100.0%
Piling Restoration Part D	\$0	\$3,923,000	100.0%
North Causeway Blvd. Rehabilitation	\$4,200,000	\$0	-100.0%
#1114 Intelligent Transportation System	\$5,144,250	\$5,144,250	0.0%
#1304 N. Shore Transportation & Drainage	\$1,309,185	\$1,309,185	0.0%
Funds carried forward from Prior Year	(\$8,746,405)	(\$9,295,595)	6.3%
Funds carried forward to Next Year	<u>\$3,442,972</u>	<u>\$3,294,757</u>	-4.3%
<b>Total Cap. Imp./Rehabilitation Program</b>	<b>\$9,825,127</b>	<b>\$10,650,722</b>	<b>8.4%</b>
<b>TOTAL ACQ, MAJ. RPRS. &amp; CAP IMP.</b>	<b>\$10,986,417</b>	<b>\$13,015,227</b>	<b>18.5%</b>

## Acquisitions and Major Repairs Expenditure Category

### Capital Acquisitions

Capital Acquisitions includes items such as police automobiles, maintenance vehicles, and office acquisitions. This category is budgeted at 42% more than the amount approved last fiscal year. Causeway police acquisitions in FY 02-03 include the purchase of six police vehicles and related equipment. In addition, this request includes six mobile in-car video cameras at a total expense of \$27,000 and three in-car computers costing \$30,000. Maintenance acquisitions include one Ford F-350 truck, one F-250 pickup truck, one F-650 truck with a 19 foot skid bed, one backhoe/front end loader costing \$60,000, a John Deere mower and \$10,000 for landscaping. Administrative acquisitions include \$2,400 for two computers and \$1,500 to replace floors at the records division office.

### Major Repairs

Major Repairs expenses in FY 01-02 total \$1,878,621 and include \$50,000 for preventative maintenance of its electrical and mechanical systems, \$150,000 for the annual AASHTO inspection of the GNOEC bridges and overpass, \$150,000 for systems improvements, \$125,000 for emergency and periodic repairs, and \$155,000 for consulting engineering expenses.

The Commission accumulates unexpended funds in this budget in its Extraordinary Maintenance and Repair Fund. The balance of this fund is \$3.5 million for maintenance needs not met by the current rehabilitation program. These surplus funds were used to complete a north shore maintenance facility which opened in 1998. The GNOEC is required by its Trust Indenture to maintain at least \$800,000 in this account. The GNOEC anticipates using the remaining funds for North Channel Bascule Restoration (\$1 million), overlay of North approach road (\$600,000), overlay of the West approach road (\$350,000), West approach road drainage (\$350,000), and Safety and Speed Enforcement System (\$400,000).

### Capital Improvements/Rehabilitation Program

Funds Carried Forward From Fiscal Year 01-02 represent \$9.2 million in funds budgeted in the prior year for FY 02-03 rehabilitation projects. A complete list of the GNOEC Rehabilitation Projects with a brief description of each project may be found on page 9 of this report. The above costs include design, construction, and construction management. Consulting engineering firms provide all engineering services for Major Repairs and the Rehabilitation Program. The design engineering work generally costs approximately 5-6% of the construction cost. The cost of consulting engineers employed in the management of construction contracts is approximately 5.25%-6% of the construction cost.

The budget approved by the GNOEC on October 1, 2001 includes the rehabilitation projects listed below. The projects approved by the GNOEC for a typical fiscal year often are changed in the course of the year due to changing priorities and other factors which require projects be moved (either delayed or moved forward).

Project 1101B Fender Replacement Part B (North Channel Bascule) involves replacement of the existing wooden fender system at the North Channel. The new fender will be constructed with composite materials and will be increased in length and size to afford additional protection for the Causeway. In addition to the composite fender system, steel dolphins will be added at the ends of the fender and access walkways from the towers will be installed. The new fender will also have improved navigation lighting and signs to assist marine traffic. This project was originally budgeted in FY 98-99 and is now scheduled for FY 02-03. The U.S. Army Corp of Engineers will provide \$1 million to purchase a new composite piling system and will

supplement the \$2,500,000 (was originally \$5.5 million but has been revised downward due to revision of the scope of the project) budgeted in the Rehab Program.

Project 1304 NorthShore Transportation and Drainage Improvements project is designed to improve drainage on Bayou Chinchuba under the North and West approach roads and improve traffic flow through the Florida Street intersection. The total cost of this project is \$1.3 million.

Project 2001 Causeway Crossover Acceleration/Deceleration Lanes involves improving safety on the causeway through the installation of these lanes at one of the Causeway's crossovers. This will be partially funded by TEA-21 in the amount of \$1.5 million. The total cost of the project is \$1.8 million.

Project 1201B South Toll Plaza Renovations involves renovation and reconstruction of the South Toll Plaza to provide additional capacity and increased safety. This is necessary due to the existing Toll Plaza being inadequate for current and future traffic volumes. During peak hours, traffic is delayed at the toll plaza and creates congestion on the Causeway Boulevard system which ties up local traffic. Planned improvements include the demolition of the existing toll plaza, construction of public restrooms, repair of parking areas and paving for additional police parking, construction of flood gates, automated vehicle identification system, and a weigh-in-motion system. The total project is budgeted at \$1.92 million.

The final project planned for FY 02-03 is the implementation of the Intelligent Transportation System (ITS). The total cost of this project is \$5.14 million of which construction costs total \$4.5 million, \$361,000 for design costs, and \$270,750 for inspection costs. This project will be partially funded by FHWA and DOTD estimated at \$4 million. These funds will be used to purchase the following:

\$400,000 for license plate readers located at crossovers #1 and #7 on the Causeway Bridge with fiber optic communication connection, systems software and integration;

\$250,000 for renovation of existing GNOEC Building for Traffic Management/Operations Center;

\$288,000 for four weather stations with fiber optic communications;

\$864,000 for thirty two (32) dynamic speed limit signs located on Causeway at bridge and crossovers on each side of each bridge with connections to fiber optic communications and electrical system;

\$1,660,500 for detection equipment and supports located along Causeway Bridge and north approach roads with fiber optic communication;

\$950,000 for twenty-two CCTV cameras located at North and South Toll Plazas (1 each) and 20 on Causeway Bridge with fiber optic communication connections; and

\$100,000 for miscellaneous spare parts, test equipment, training, etc.

In addition, the GNOEC anticipates that it will incur approximately \$135,000 annually for operations and maintenance costs associated with the implementation of this system.

Finally, in the approved GNOEC budget request, the Commission intends to carry forward \$3.44 million in order to fund future projects on the rehabilitation/capital improvements program. The GNOEC anticipates directing these funds to projects scheduled to begin in 2003. These projects include Piling Restoration Part D and Bearing Pad Replacement on the Northbound Bridge. Approximately half of these funds are used to pay for the engineering costs associated with planning rehabilitation projects. Funds are often carried forward to future fiscal years as the GNOEC is required by its bond indenture to have the all construction funding available before a project can be initiated.